

REMARKS

Claims 1-20 were examined in the Final Office Action mailed April 11, 2006.

The Applicant wish to express his appreciation for the courtesies extended in the Interview conducted on September 12, 2006, in which the arrangements of the commercial vehicle wheel rims of the Hamperl reference were discussed.

As agreed in the Interview, the Applicant has amended the independent claims to clarify that the pending claims are directed to commercial vehicle brake arrangements, as opposed to the motorcycle brake references cited in this case. The Applicant respectfully submits that in view of the extensive search already completed in this case, covering disk brakes in at least commercial vehicle, automotive and motorcycle applications, the foregoing amendments limiting the claims to commercial vehicle (*i.e.*, commercial truck) brakes would not require a new search.

As to Hamperl (U.S. Patent Publication No. US 2003/0111893 A1), it was noted in the Interview that this reference is primarily focused on a hub arrangement which permits a brake rotor to be removed without time-consuming disassembly of the vehicle's axle hub. Because the vehicle's wheel rims were not of significant interest, they are shown in cut-off view, *i.e.*, only the center bolt-flange faces of a pair of conventional, known dual truck wheels are visible in Hamperl Fig. 1 illustration. Because conventional truck wheel centers must extend outward slightly from their tires (in order for their bolt flange faces to touch one another in a dual-wheel configuration, as shown in Hamperl Fig. 1), the center portions of the

wheels are angled radially outward toward the centers of their respective wheel rim “hoop” (the portion of the wheel on which the tire is mounted), again as shown in Hamperl Fig. 1 (wheel flanges 10 turning respectively outward (outer dual wheel) and inward (inner dual wheel) prior to the illustration’s cut-off points). Accordingly, one of ordinary skill in the art viewing Hamperl Fig. 1 would instantly recognize the partial wheel flanges illustrated in Fig. 1 to be indicative of conventional, well-known truck dual wheels, and would also recognize that such conventional truck wheels, with their offset wheel bolting flanges, have their dual wheels’ inner wheel rim hoop section located over (*i.e.*, “enveloping”) the drum or disk brakes.

In view of the knowledge or one of ordinary skill in the art, and the absence of any discussion in Hamperl of any aspect of the wheels (other than the mere identification of their presence in Fig. 1), the Applicant respectfully submits that this reference contains no disclosure, or any suggestion, of anything but a conventional, known wheel arrangement over the brake. In the absence of any disclosure or suggestion to one of ordinary skill to move the friction portion of a brake rotor outside the wheel envelope in the manner of the present invention, the pending claims are neither anticipated by, or obvious in view of, Hamperl. Accordingly, reconsideration and withdrawal of the pending § 102 and § 103 rejections based on Hamperl is respectfully requested.

CONCLUSION

In view of the foregoing requested amendments and remarks, the Applicants respectfully submit that claims 1-20 would be in condition for allowance upon entry

of the requested amendments. Entry of these amendments, and issuance of a Notice of Allowance for these claims is respectfully requested.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #011351.52876US).

Respectfully submitted,

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